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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Rumania

SUBJECT Harbor Observations - Constanta, Rumania

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5ND report Serial #5-C-54, 19 Jan 54, ref: (a) NIRM #18 (b) HO Chart #4197.

Ship's Itinerary

1.	Port	Dates	Cargo
	Haifa	1 Dec to 3 Dec 53	----
	Constanta	12 Dec to 16 Dec 53	Cargo in, ballast Cargo out, fuel oil
	Antwerp	26 Dec to 30 Dec 53	----

Security Measures and Pilotage

- The ship entered Constanta in ballast. It was required to anchor approximately three-fourths of a mile southeast of the south end of the East Breakwater where it cleaned its tanks. Due to lack of facilities cleaning of the tanks is not permitted at the dock. While at anchor a pilot and one guard boarded. After cleaning of the tanks was completed, the ship proceeded into the harbor and dropped anchor at a position east of the Timber Mole. The pilot then went ashore and after a period of two hours, returned with a party of soldiers and civilians. The ship then proceeded into the New Petroleum Basin, where it tied up at the east end of the Coaling Quay on the north side. The ship was then searched by a party of approximately 30 soldiers and civilians. Informants stated that two members of the party were women who wore brown and green uniforms with insignia stripes and red stars on their caps. The ship's crew was mustered in the day room. All equipment was checked and sealed including radio transmitter, cameras, and binoculars. Two members of the crew were arbitrarily selected to assist in the search.

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3. One-half of the crew was permitted to go ashore on liberty at one time. On the first night in port a list of one-half of the members of the crew, who desired to go ashore, was submitted to the Rumanian officials. The last four names on this list were struck off and no reasons given. The remaining one-half of the crew did not get ashore since a second list which was submitted for approval was never returned. The ship's agent stated that on the next visit of the ship to Constanta he would intercede with the officials to insure that all members of the crew could go ashore if they so desired. The informant stated that he did not go ashore on this trip. The ship's Agent made arrangements for furnishing the crew with Rumanian money. Each member of the crew going ashore had to declare how much Rumanian money he had in his possession and this amount was checked on his return. The crew members were requested to turn in their Rumanian money to the ship's Agent on their return to the ship. Many areas ashore were declared out of bounds and Rumanian guards were posted on street corners in order to tell crew members which way they could go. In some cases it was necessary to go clear around a block to reach a destination. Liberty expired at 2300. Some of the crew members who went ashore told the informant that living conditions in Constanta were extremely poor, that the city had a run-down, dilapidated appearance, and that food was very scarce. The most plentiful item ashore appeared to be vodka. Many Rumanian guards were posted around the ship on the fuel oil pier and in the area of the oil storage tanks.

Port Facilities

4. Informant stated that there was an extensive area of petroleum storage tanks west of the New Petroleum Basin. These tanks were of standard size and painted white. Pipe lines connected the petroleum tanks with the new Petroleum Basin. These pipe lines which ran out on the pier were about eight inches in diameter. There were five loading positions along the north side of the Coaling Quay. The ship used two of these positions. Informant stated that all equipment was in poor condition. The pipe lines which ran out on the pier were exposed and on top of the pier. Informant stated that the oil pumps were ashore. He stated that the ship took on 200 tons of fuel oil per hour. After a period of 10 hours loading was discontinued for 17 hours while a Soviet tanker tied up to the same pier directly west of the ship took on 600 tons of fuel oil. Informant stated that this oil was of very good quality. During the latter part of the loading, the hose and equipment were in such poor condition that an extra hose was put into the hatch to speed up loading. Informant stated that in his opinion fuel oil in the area was very plentiful. He also stated that due to poor equipment and loading facilities very little oil was moving out of Constanta. Informant stated that the ship was required to wait one day in order to take on special gasoline for the ship's galley. A Soviet tanker in the old Petroleum Basin had the only hose which could handle this special type of gasoline. However, when they finally got this hose, they found it was only 30 feet long and it was necessary to attach another hose from informant's ship to make it long enough.

Ships Observed

5. Informant observed a modern new Soviet tanker of approximately 15,000 tons loading gasoline in the old Petroleum Basin which was located south of the Coaling Quay. The tanker appeared to be in excellent condition. Informant stated that he noticed a radar antenna which appeared very similar to American type radar antennas. An old Rumanian tanker of 6000 tons was tied up west of the Soviet tanker loading gasoline. It appeared to be in run-down condition and a very old type. Both ships were playing Finnish music over the ship's loud speaker. Informant observed two women officers aboard the Soviet tanker which he presumed were probably radio and purser officers.
6. Large piles of timber were stacked on the Timber Mole apparently waiting shipment. Informant observed a very good sailing ship used for training officers tied up at the east end of the Timber Mole. On the south side of the Timber Mole he observed a Panamanian freighter loading timber.
7. On the west side of the East Breakwater near the N Mole informant observed two or three old type DD's. They were approximately 1000 tons each and had four stacks. There were gun towers forward and single guns aft. All had radar antennas. Informant also noted antiaircraft guns.

8. At the west end of the New Mole informant observed a private yacht, apparently used by Rumanian royalty.
9. While anchored 3/4 of a mile southeast of the East Breakwater, informant observed a small type coast guard ship with dark paint and in good condition. It passed the informant's ship at high speed (approximately 20 knots) headed in a south-easterly direction. Many small fishing craft were observed in the area outside the breakwater.

General Conditions

10. Informant observed construction work in progress on a hill south of the Radio Station Mast. Heavy trucks and American type bull dozers were being used in the area. Informant was unable to ascertain the purpose of this construction activity. Informant stated that many mills and factories were located in the area north and northeast of the Radio Mast. He was unable to furnish any additional details.
11. One old type prop plane flew over the area from west to east while the ship was tied up. No other aircraft were observed. Informant was considerably amused at the Finnish music which was played over loud speakers on the ships tied up around him. He stated these ships would probably also play Panamanian music for the Panamanian freighter in port "if there was such music."
12. The general condition of the whole port was very poor and very little maintenance or repair work was in progress.

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